

The Democratic Banner.

\$1.50 PER YEAR

MT. VERNON, OHIO, FRIDAY, MARCH 31, 1916 — No. 26

ESTABLISHED 1836

BEGIN PROBE INTO WRECK

Federal And State Officials Would Place The Blame

Thirty Dead And Forty Injured Is Result Of Collision

Cleveland, March 30.—With a total of at least thirty persons dead and forty or more injured, federal and state officials and officials of the railroad company began an investigation into the cause that led to one of the most disastrous wrecks that have occurred in this state in a dozen years and one of the worst in the history of the New York Central system.

Three trains, including the Twentieth Century limited, westbound, the New York Central's palatial flyer, and two sections of No. 86, known as the Chicago-Pittsburgh limited, eastbound, came together in collision near Amherst, thirty-seven miles from Cleveland.

Reports generally credited were that the first and second sections of No. 86 were proceeding at a rapid rate and at some points were only a mile or so apart. When the second section crashed into the first section, the Twentieth Century plowed into the wreckage of the other trains, which bulged over from the parallel tracks, and the three were thrown into an indescribable mass.

The most coaches and engines of No. 86 toppled over and wreckage was piled 30 feet in the air. Two cars were smashed to junk. Fourteen coaches overturned.

The Twentieth Century, notwithstanding its impact with the debris from the other trains, was not greatly damaged and soon resumed its westward journey, its passengers were not injured, except for a severe shaking up.

Occurred in Fog.
A pall of fog from Lake Erie had settled down over northern Ohio and the night was almost of inky darkness. This, with the alleged failure of a towerman to do his duty under the rules, was ascribed by some of the railroad officials as the cause of the wreck. The towerman, it was said, had been without sleep most of the time since Sunday night, his wife being ill and requiring his attention when he was not on duty.

Scenes of terrible confusion followed the crash. Many of the injured, pinned in the wreckage, called pitifully for help as uninjured passengers, half clad, quickly emerged from the sleepers and joined with trainmen and others in the rescue work. A bonfire from some of the wreckage brought the first rays of light on the scene of desolation and death. Firemen from Amherst were among the first to arrive, and they soon succeeded in quenching the flames.

The fire was in the one wooden coach on train No. 86, now known as the "death coach," because of the fact that most of the casualties occurred in it.

The wreck occurred shortly after 3 a. m., and it was nearly 4 o'clock when something like organized relief work was established.

Did Heroic Work.

Hospital trains were run from Cleveland, Elyria and Lorain to the scene of the wreck and physicians and ambulances were rushed from all of these points. Hundreds of villagers and farmers from Amherst and vicinity did heroic work in caring for the dead, dying and injured. The little mortuary at Amherst was quickly filled, but other buildings were made available to the dead, most of them managed beyond recognition and some of them so far that identification may never be established. Private homes were also thrown open and many were made use of pending removal of the injured to Elyria and Lorain hospitals.

D. C. Moon, general manager of the New York Central Railroad company, issued the following statement:

"About 3:20 a. m. first No. 86, the Chicago-Pittsburgh passenger train, was stopped at the interlocking tower at Amherst. Shortly after the train started to proceed, and was moving at a speed of about five to ten miles an hour, second No. 86 following, being partly an express train, with the Detroit-Cleveland sleepers, collided with the first section.

"The rear car of first No. 86, which contained all of the passengers who were either killed or seriously injured, was a modern solid steel coach. This car and the next car ahead, a steel under-frame club car, were thrown over on the westbound track, just as the Twentieth Century limited, westbound, was approaching. The latter train of eight cars collided with part of the wreckage and was entirely derailed except the three rear cars."

SPEED SAVED LIMITED

Prevented a Much Larger List of Dead, Say Passengers.

Chicago, March 30.—The high speed of the Twentieth Century limited, one of the three trains in the disastrous wreck at Amherst, O., prevented a much larger death list than that reported, in the opinion of passengers on the westbound train who reached Chicago. The train plowed through the mass of wreckage and human bodies and literally ground the bodies to pieces, the passengers said in relating thrilling stories of narrow escapes in the smashup.

"There was no fog so far as I could see," said Henry P. Runkel, director of the German-Austro-Hungarian Relief society. "Only the terrific speed of the Century got us through. We tore through the wreckage. Never have I seen such a ghastly sight as that presented when I got out of our coach. It reminded me of battlefields in Europe I have recently seen. We went promptly to the rescue."

State Probing Wreck.

Columbus, March 30.—Inspectors of the state public utilities commission were on the scene of the New York Central wreck at Amherst yesterday a few hours after the collisions occurred. Two, M. J. Heffernan and W. F. Packard, were in Toledo, and without waiting for orders, proceeded to Amherst. Not long afterwards the commission sent them the formal orders to investigate the accident.

OHIO VICTIMS OF WRECK

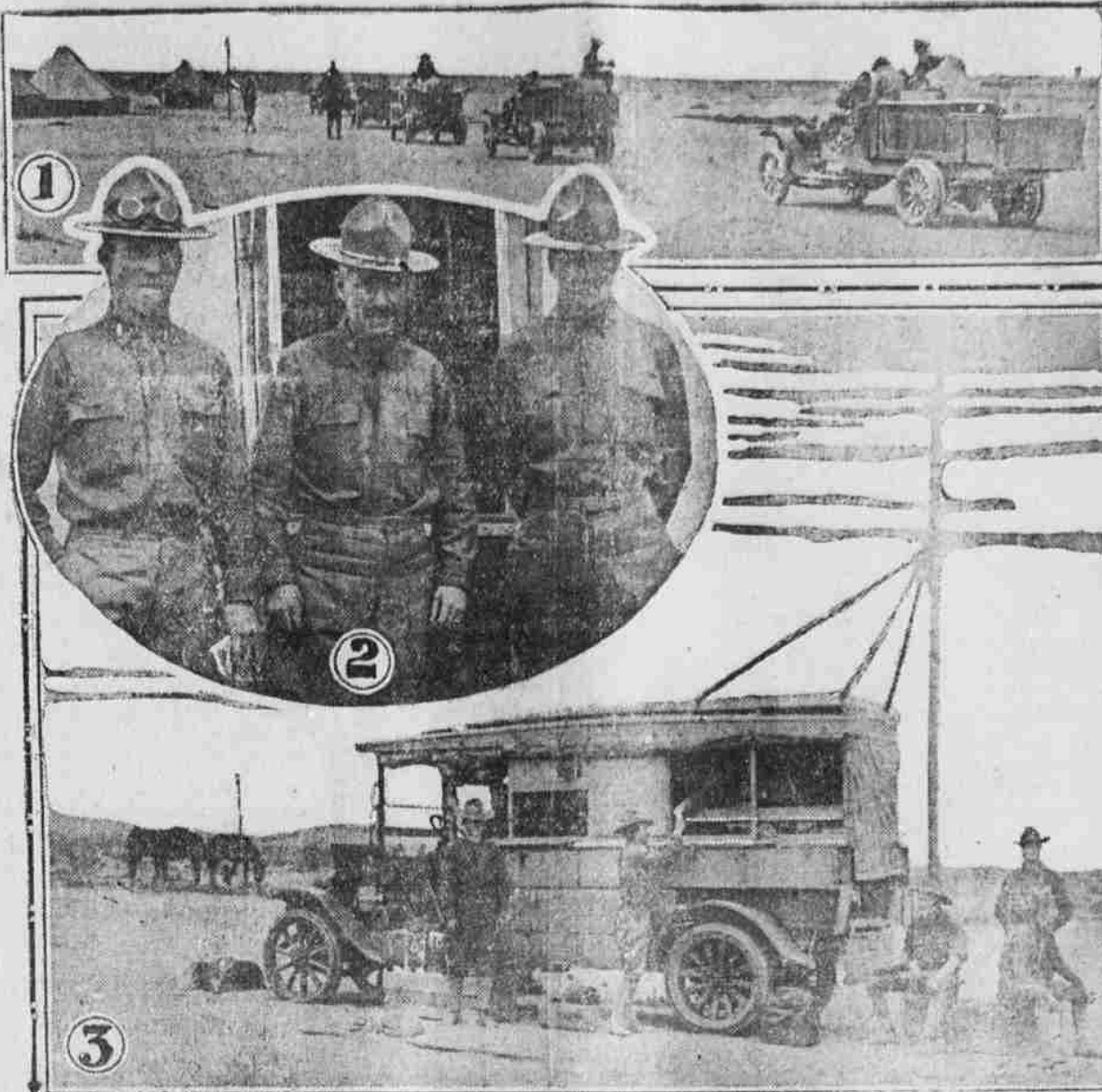
Number Killed or Injured in the Smashup Near Amherst.

Cleveland, March 30.—Ten or more victims of the New York Central wreck remain unidentified. Among the dead is Jennie Dreyfuss of Cleveland. The following Ohioans were injured: F. C. Garaghty, Cleveland; H. D. Heman, East Cleveland; Louis Leskovitz, Cleveland; Wilbur Mahoney, Toledo; S. J. McCormick, Cleveland; Mrs. L. Patterson, Youngstown; Ollie Osman, Cleveland; George S. Prymmer, Cleveland; W. C. Turner, Elyria, fireman, and Herbert Hess, Toledo, engineer on second section of train No. 86.

Organized Ball Attacked.

Philadelphia, March 30.—Organized baseball is facing another attack against its existence in a suit for \$200,000 damages filed in the United States district court here under the national anti-trust laws by the Federal Baseball club of Baltimore. The defendants in the suit are the National and American leagues, and the sixteen clubs making up their membership, the three members of the national baseball commission and James A. Gilmore, Charles E. Wegman and Harry Sinclair, formerly of the Federal league.

MOTOR TRUCK'S THE THING FOR CARRYING ARMY SUPPLIES ACROSS MEXICAN DESERT



The army pursuing Villa in Mexico cannot wait for the slow processes of diplomacy to give it the use of the Mexican railroads. For this reason, General Funston will be supplied promptly with enough motor transportation to establish and maintain a fully equipped supply system. Additional trucks will be ordered as rapidly as use can be made of them.

NOW'S THE TIME TO SELL YOUR FERRO MANGANESE

Pittsburgh, March 30.—A carload of ferro manganese, the alloy that is essential for the making of steel, was sold within the past few days to a steel manufacturer in this district on the basis of \$1,000 a ton, a price that has fairly stunned the steel trade of this territory. Manganese went begging for \$38 a ton at the time the war in Europe broke out. At the lowest rate of its use in steel, the manganese will add to cost of production from \$10 to \$12 a ton, which must be absorbed by the consumer.

N. Y. COLLEGES OPPOSE MILITARIZING SCHOOLS

Pittsburgh, March 30.—That colleges in New York state are opposed to militarizing the schools is the statement made by Dr. Kerr D. MacMillan, president of the Wells College for Women. Dr. MacMillan is here in the interest of an endowment campaign for the institution. "I have known President Wilson twenty years, yet I wonder if he is right about preparedness," said Dr. MacMillan. "On general principles, colleges should not take part in anything that would interfere with the primary object of teaching—the intellectual growth of students. I refer to military training in the colleges."

KILLED BY A CAR

Columbus, March 30.—When he crossed the tracks of the Ohio Electric railway in front of his home at Reynoldsburg, in front of an approaching car, Jacob Welch, eighty-two, a retired farmer and civil war veteran, was struck to the side of the road by the car and instantly killed. His skull was fractured.

BIG FLOOD IN THE OHIO

Cincinnati, March 30.—With the river at 47 feet and rising 1½ inches an hour, the local weather forecaster predicted that it would reach 53 feet by Friday night or Saturday morning. Merchants along Water and Front streets are moving goods from cellars, while residents in the lowlands are seeking higher quarters.

DELEHANTY REINSTATED

Toledo, March 30.—William D. Delehanty was reinstated as chief of detectives by the civil service commission which heard Delehanty's appeal from the dismissal order of Safety Director Newton.

SOLD NARCOTICS

Columbus, March 30.—George Oakley, until recently a state drug inspector, who was arrested on the charge of unlawfully selling narcotics, pleaded not guilty when arraigned before United States Commissioner Johnson. In default of \$2,000 bond, he was locked in the county jail. Hearing before the commissioner will be held Saturday.

GOLD FISH KILLED

Toledo, March 30.—As the result of an overdose of lime in highly cured water at the city filtration plant Sunday, more than 50,000 fancy gold fish died, following a changing of their water, reports from dealers indicate. The Museum of Art, where especially fine gold fish have been collected, reported 1,000 dead.

Urges Eight New Battleships.
Washington, March 30.—Appropriation by congress for eight new capital ships this year, double the number proposed in the administration's five year program, was recommended by Assistant Secretary Roosevelt in concluding his testimony before the house naval committee.

DEFINE POSITION AT PARTY CAUCUS

House Democrats For Public Ownership of Munition Plants.

UNANIMOUS VOTE RECORDED

Caucus Held For the Purpose of Committing Majority Members of the House to the Tillman Bill, Passed Recently by the Senate—Clark and Others Advocate Government Ownership of Munition Plants.

Washington, March 30.—By a unanimous vote the house Democrats, in a party caucus, went on record in favor of government ownership of all plants engaged in the manufacture of ordnance and munitions of war. The caucus was held primarily for the purpose of committing the party in the house to the senate bill appropriating \$11,000,000 for the purchase or construction of a government armor plate plant.

A resolution offered by Representative Keating of Colorado, expressing it as the sense of the caucus that it favored the principle of government ownership, was defeated. A substitute proposed by Representative Garner of Texas, providing that all government ownership propositions relating to munition making should be made in order on appropriation bills dealing with the army and navy questions, was adopted by unanimous vote. Champ Clark, speaker of the house, made an address in which he advocated government ownership of munition plants.

Representative Taggart of Kansas made a speech in which he quoted President Wilson as an advocate of government ownership of such institutions. Mr. Taggart's assertion as to the president was not contradicted. The Garner substitute was supported by Representative Hay, chairman of the military affairs committee.

Consideration of the army increase bill, the first of the big national defense measures, began in the senate with Republicans joining the Democrats in expressing the hope that it might be disposed of as quickly as possible.

Senator Chamberlain, chairman of the military committee, introduced the measure, which is a substitute for the Hay bill passed by the house, and made a lengthy address explaining its provisions. When the bill had been read it was laid aside to permit senators to familiarize themselves with it.

New York board of aldermen refused to change the name of the famous thoroughfare known as the Bowery.

Dynamite was used at Leadville, Colo., to prevent the spread of a fire which destroyed ten buildings. Loss \$200,000.

LIVE STOCK AND GRAIN

EAST BUFFALO, March 30.
Cattle—Prime steers, \$9 25@9 40; ship- ping, \$8 40@8 55; butchers, \$7 25@8 35; heifers, \$6 25@6 50; cows, \$4 75@5 25; 5000; pigs, \$2 40@2 50; hogs, \$5 00@5 10; calves, \$4 00@4 10.
Hogs—Heavy and mixed, \$10 25@10 30; Yorkers, \$9 50@10 25; roughs, \$9 25@9 35; stags, \$6 50@7 50.
Sheep and Lambs—Yearlings, \$8 50@9 10; 10 75; weathers, \$9 50@9 55; ewes, \$14 00@15 75; mixed sheep, \$8 75@9; lambs, \$9 00@12.
CHICAGO, March 30.
Cattle—Native beef steers, \$7 40@9 25; stockers and feeders, \$6 75@7 15; cows and heifers, \$4 25@8 55; calves, \$7 75@9 10.
Hogs—Light, \$9 25@9 35; mixed, \$9 45@9 80; heavy, \$9 25@9 50; roughs, \$9 25@9 50; pigs, \$2 40@2 50.
Sheep and Lambs—Weathers, \$8 50@9 15; lambs, \$9 75@11 65.
Receipts—Cattle, 17,000; hogs, 40,000; sheep and lambs, 15,000.

CINCINNATI, March 30.
Cattle—Steers, \$5 00@8 90; heifers, \$3 50@6 50; cows, \$4 00@9 90; calves, \$4 50@9 75.
Hogs—Packers and butchers, \$9 80@10 15; common to choice, \$9 25@9 40; pigs and lights, \$5 50@9 25; stags, \$6 75.
Sheep and Lambs—Sheep, \$4 00@8; lambs, \$8 00@11 75.
Receipts—Cattle, 700; hogs, 3,700; sheep and lambs, 500.

CLEVELAND, March 30.
Cattle—Choice fat steers, \$8 50@9; butchers steers, \$8 50@9; heifers, \$7 48@8; bulls, \$7 50@7 75; cows, \$6 67@7 50; milkers and springers, \$8 00@9; calves, \$9 50@10 10; 10 15; common to choice, \$9 25@9 40; pigs and lights, \$5 50@9 25; stags, \$6 75.
Sheep and Lambs—Sheep, \$4 00@8; lambs, \$8 00@11 75.
Receipts—Cattle, 700; hogs, 3,700; sheep and lambs, 500.

PITTSBURGH, March 30.
Hogs—Heavy and heavy Yorkers, \$9 25@9 50; 10 10@10 25; light Yorkers, \$9 25@9 50; pigs, \$5 50@5 75.
Sheep and Lambs—Top sheep, \$9 25; top lambs, \$11 75.
Receipts—Hogs, 2,000; sheep and lambs, 100; calves, 100.

BOSTON, March 30.
Wool—Ohio and Pennsylvania Reegan; pelains washed, 40¢; half blood combed, 35¢; three-fourths blood combed, 40¢; decline unchanged, 3¢.

TOLEDO, March 30.
Wheat, \$1 15 1/4; corn, 73¢; oats, 46¢; clover seed, \$11 90.

WILSON'S REQUEST

Is Honored By General Carranza

United States May Use Mexican Northwestern Railroad.

TO CARRY SUPPLIES TO TROOPS

Head of the De Facto Government Finally Agrees to the Use of the Mexican Line For Commercial Purposes—Army Officers Relieved of Necessity of Maintaining a Motor Truck Supply Line.

Washington, March 30.—General Carranza has granted the renewed request of the state department for permission to use the Mexican Northwestern railroad in carrying out the pursuit of Villa and his band.

General Carranza's answer was contained in a brief message from J. Linn Rodgers, special agent of the United States at Queretaro, saying the head of the de facto government agreed to the commercial use of the line. Officials here assumed he would be equally prompt in notifying his officers on the border and that General Funston might begin shipment of supplies at once.

Although the army will proceed to use the railroad on a commercial basis, which is construed here as meaning that all service shall be paid for at regular rates, the state department will negotiate further with Carranza to bring about a more complete understanding as to just what he has agreed to.

Carranza's response is regarded as being satisfactory in a measure, but it is not sufficiently definite. It may be, too, that in order to assure the arrival and delivery of supplies shipped to points along the line, General Funston will desire to place guards on the trains.

War department officials were greatly relieved by the removal of the necessity for maintaining a motor truck supply line over desert roads for a distance of more than 200 miles. While the physical condition of the Mexican Northwestern is not good, many bridges having been destroyed during the years of revolution in Mexico, army engineers should have little difficulty in keeping it open.

Aside from the railroad problem, details of the protocol suggested by General Carranza remain to be worked out through diplomatic channels. State department officials indicate, however, that there is no reason for haste in this connection.

LINER SUSSEX STRUCK A BRITISH MINE

German Reply Indicated By Von Bernstorff's Statement.

Washington, March 30.—That a British mine and not a German submarine caused the explosion on the channel liner Sussex will be Germany's reply to the request for information which President Wilson has instructed Ambassador Gerard to make in Berlin. This was made clear here following the arrival of Count Von Bernstorff, the German ambassador.

The German government declines to consider itself in any way involved in the Sussex disaster. The imperial government has taken no steps to discuss the matter with Washington and Count Von Bernstorff said he saw no reason for discussing it with the American state department. The German ambassador was obviously worried over the developments of the past few days, but answered questions with his usual courtesy. When told that the tension had reached a very high pitch in the White House and state department circles here the ambassador replied: "I can not help it. One can not blame Germany because the Sussex struck a British mine."

The ambassador emphasized the fact that Germany had agreed that passenger ships would not be attacked by submarines.